

# INDUSTRIAL VIRGINIA

## RICHMOND

## FUTURE LABOR FOR THE GREAT SOUTH

(Continued From First Page.)

stripping the supply, and the supply itself is of an inferior quality. From the standpoint of the manufacturer, the labor situation will probably be still more unfavorable in the future than it has been in the past for the reason that the wage-earners originally recruited from mountainous and agricultural sections have made progress towards the consciousness of their own industrial importance, in which quality they were formerly entirely lacking. As other industrial opportunities offering more attractive remuneration and conditions of employment arise they will leave the mills and mines and cause a depletion of the present operating forces. The employer will probably be, therefore, confronted not only with an inadequate labor supply, but also with the problem of a decline in the present operating force. The negro has been shown to be unsatisfactory for cotton mill and other factory work. Consequently, the Southern cotton mill and other manufacturing industries, as well as the mines, in the future must draw more and more for their operations upon sources of labor outside the South.

and West have demonstrated, accept the working and living conditions of the Southern and Eastern European. The recent immigrant, as already pointed out in these columns, has already shown his success as a small farmer and as a farm laborer in the Southern States. Owing to the fact, however, that most of the immigrants of recent arrival in the United States are non-English speaking races, practically all of their farm experiments in the South have been on a community basis. Because of their inability to speak English the Southern and Eastern European immigrant has not been able to establish himself in connection with a colony of his own race, and such a method of engaging in agriculture cannot because of its limitations satisfy the agricultural needs of the South, or, on the other hand, any serious political or social import. The vacant farm lands of the Southern States must and will be occupied by Americans and English-speaking immigrants from the sections of the United States or from abroad.

## THE GOOD COUNTRY DOWN THE JAMES

(Continued From First Page.)

mission of the industrial editor, cite one example calculated to give point to these remarks.

On the Lower James.

There are some twelve counties either converging on or located near enough to that waterway to be deemed locally tributary. In area this section corresponds approximately with the State of Connecticut, and supports more than 1,000,000 people, as compared with less than 200,000 in this part of Tidewater Virginia. Four of the counties referred to, bordering the middle James—Prince George, Charles City, Surry and James City—measuring approximately 1,000 square miles each, contain about 25,000 people, or about twenty-six inhabitants to the square mile, as compared with about 225 people to the square mile found on the James River. The mountain ranges and rugged hills, narrow, stone-encumbered valleys of Connaw, cut, if we could imagine these two sections, which we are thus briefly comparing, in a virgin state, both devoid of all improvements, without population, the agricultural potentialities of the Virginia section, conservatively stated, would be found by any competent economist to be not less than five times greater than those of the Connecticut. Suppose we include the speculative thought a trifle farther, and imagine this section developed, not to the extent of its possibilities, but to the extent reached by the State of Connecticut. Such a development would influence the fortunes of Richmond. It has come to be a truism, that the surplus of the James River country, as a whole, is not to be somewhat insular in their views. They do not seem to be open to the conviction that there are occasional opportunities for doing more for Richmond by investing money in new territory rather than in the city itself. If the tributary territory is taken care of, since all growth is primarily derived from the supporting territory.

After Transportation Facilities.

Now without trespassing upon the domain of the correspondent would like to take a brief glance at one of the primary causes of the stagnated condition of this large section of Richmond's tributary territory. The chief troubles have been isolation and the incapacity of transportation people.

For several generations the James River country between Richmond and Norfolk has been served by one steamboat, operated by one company, maintaining the same venerable tradition that there is only one way to operate a steamboat. The steamer leaves Richmond on alternate days, taking her departure at a certain hour, and following the tortuous reaches of James River arrives at Norfolk at an equally unreasonable hour, when merchants are putting their shutters in preparation for the night. The passengers who made this tedious journey twenty-five years ago find little change in conditions upon taking the journey again at this late date. The steamer handles a little miscellaneous freight at a number of wharves, hands out and receives a number of attenuated passengers, as it did a quarter of a century ago, but aside from the development at Newport News and the smaller growth at Clarendon there is no more life or energy visible from the dock than there ever was. I venture to say that this will always be the case as long as this method of dealing with the James River section continues. If the Old Dominion Company, the present owners of this steamboat, would make a careful study of the needs of the river they would abandon the antiquated way of transporting people and their products, and inaugurate a service that would be advantageous to the company, develop the river section and add importance to the city of Richmond as our chief commercial center.

Just a Suggestion.

Such a study would probably result in some arrangement about as follows: Two medium-sized general service steamers would take the place of the present steamer. Instead of starting from Richmond, one steamer would start from Clarendon, in the morning, each making a round trip to Richmond and Norfolk in the same time that is now consumed in a single trip between Richmond and Norfolk. This character of service would enable the middle James farmer to carry his produce to the city and return the same day, if he desired; it would permit of the maintenance of dairy farms, so badly needed for the restoration of impoverished lands. Indeed, the advantages accruing would be too numerous to mention in this letter. Stagnation would be succeeded by life and movement, and the building up of a valuable tributary territory would be commenced.

Under the present conditions the day service of the Old Dominion Company on James River is of little practical value, except as a nominal rate leveler for the city of Richmond. I say "nominal rate leveler" because the railroads are sympathetic and friendly, and those of them which are calculated

to be competitors are represented in the board of directors. Aside from giving Richmond some status as a competing point, with water transportation, Richmond makes only incidental use of this steamer, and, if the frank statements of the owners are to be accepted, the boat has never been profitable.

This arrangement would not interfere with the through traffic between Richmond and Norfolk, because the steamer remains from Richmond to Clarendon, where it would lie over instead of at Richmond, would continue on next morning to Norfolk and permit of the handling of the through freight, without transfer; the only difference would be that instead of lying over at Norfolk and Richmond these steamers would spend the night at Clarendon and be available for carrying products and passengers to the city and reach there during business hours. Of course, this plan is advanced tentatively, as a suggestion to the several business organizations of Richmond, as to this opportunity for bettering Richmond's position as the corporate limits and helping to build up a marvelous section of country which has been strangled and oppressed by conditions which the business brains of the city and capital of Richmond can remedy.

Some Interesting Figures.

During the past two census decades, Prince George and Surry counties, together making one of the most attractive sections for development in the United States, have just about held their own in point of population, the first having slightly less than 8,000 and the other a very slight excess over that figure. The acquisition of upward of 100,000 people, however, by the departure of about the same number of colored people, who are gradually drifting to the Northern counties, while the English, Scotch and Scandinavian extraction, who have been moving into Surry county, are just about offset by a similar exodus of colored folk.

Both counties are showing substantial improvement in the character of their farming activities, but the process of change is a slow one. While some of the lands, under scientific treatment, have an earning power of \$1,000 per acre, the great bulk lies untitled, the owners looking for some return on their investment through the sale of timber products, the section being thickly studded with yellow pines, which propagates very rapidly and is quick to recuperate from the onslaughts of the timber operators.

In Surry county probably less than 15 per cent. of the available area is cultivated. There is not an acre of this cultivated land, nor a single inhabitant out of the 8,000 that is not either directly or remotely tributary to the city of Richmond, either in the matter of purchase of the farmers' supplies or in the sale of his produce, more so, a great deal, than to any other business center. What would it mean to the city of Richmond if this section were adequately settled up and its farming operations brought up to compare with the best examples which it is now able to show?

Is it not reasonable that Richmond, rather more than any other financial center, should see the advantage of investing capital in the section, clearing the wild lands, building houses and advertising the attractions of the country to desirable classes of home-seekers?

Recent sales of large bodies of these wild lands have been made at prices per acre scarcely equivalent to the annual rental value per acre demanded for improved lands in Surry county. Such a situation—the disparity between selling price and earning power, owing to the lack of an efficient working population—is absolutely unparalleled in any other part of the country.

## Hotels

Table d'Hôte Dinners Saturday and Sunday evenings, 6 to 9 o'clock. \$1.50 each.



## THE JEFFERSON

Richmond, Va.

The most magnificent hotel in the South. European plan. Rooms single and en suite, with and without baths. Spacious sample rooms. Rate, \$1.50 per day and upward.



## LAKE VIEW HOTEL

We challenge the World for Healthy Climate, Hunting, Fishing, Boating, Rooms with bath or running water. Rates, \$2.50 per day. Special weekly, \$12.50 and up. Booklet. Address E. C. WATKINS, Moorestown, N. J.; after Dec. 1st, Leesburg, Va.

## The Lexington

The most centrally located hotel in Richmond, being situated at the corner of Third and Main streets. Every modern convenience. FELIX KEEGAN and J. E. DONAHUE, Proprietors.

## MURPHY'S HOTEL

(Incorporated.) EUROPEAN PLAN. RICHMOND, VIRGINIA. JOHN MURPHY, Manager.

## THE DAVIS HOTEL

Richmond, Va. Opposite Main Street Station. C. O. and S. A. L. Ry. Rooms single and en suite. Bath and running water. Restaurant unsurpassed. Rates, \$1.00 and up. All cars pass the door. J. LEE DAVIS, Proprietor.

## Schools

## College of William and Mary

Second Term opens, February 1st. Beginning New Courses. Many new students enter, as no time is lost by virtue of the unit system of studies. Write at once for catalogue and particulars. H. L. Bridges, Registrar, Williamsburg, Va.

## Mary Baldwin Seminary

FOR YOUNG LADIES, Staunton, Virginia. Second term begins January 4, 1912. Located in the Shenandoah Valley of Virginia, unsurpassed climate, beautiful grounds and modern appointments. Students from 31 States. Terms moderate. Pupils enter any time. Send for catalogue. MISS E. C. WEIMAR, Pinipal.

## Railroads

## Richmond, Fredericksburg & Potomac R. R.

TO AND FROM WASHINGTON AND BEYOND. Leave Richmond: 7:30 A.M. Byrd St. Sta. 7:50 A.M. Byrd St. Sta. 8:10 A.M. Byrd St. Sta. 8:30 A.M. Byrd St. Sta. 8:50 A.M. Byrd St. Sta. 9:10 A.M. Byrd St. Sta. 9:30 A.M. Byrd St. Sta. 9:50 A.M. Byrd St. Sta. 10:10 A.M. Byrd St. Sta. 10:30 A.M. Byrd St. Sta. 10:50 A.M. Byrd St. Sta. 11:10 A.M. Byrd St. Sta. 11:30 A.M. Byrd St. Sta. 11:50 A.M. Byrd St. Sta. 12:10 P.M. Byrd St. Sta. 12:30 P.M. Byrd St. Sta. 12:50 P.M. Byrd St. Sta. 1:10 P.M. Byrd St. Sta. 1:30 P.M. Byrd St. Sta. 1:50 P.M. Byrd St. Sta. 2:10 P.M. Byrd St. Sta. 2:30 P.M. Byrd St. Sta. 2:50 P.M. Byrd St. Sta. 3:10 P.M. Byrd St. Sta. 3:30 P.M. Byrd St. Sta. 3:50 P.M. Byrd St. Sta. 4:10 P.M. Byrd St. Sta. 4:30 P.M. Byrd St. Sta. 4:50 P.M. Byrd St. Sta. 5:10 P.M. Byrd St. Sta. 5:30 P.M. Byrd St. Sta. 5:50 P.M. Byrd St. Sta. 6:10 P.M. Byrd St. Sta. 6:30 P.M. Byrd St. Sta. 6:50 P.M. Byrd St. Sta. 7:10 P.M. Byrd St. Sta. 7:30 P.M. Byrd St. Sta. 7:50 P.M. Byrd St. Sta. 8:10 P.M. 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